





## HAULING CANADA'S CRACK TRAINS THROUGH ROCKIES

Locomotive Work on the Trans-Canada and Imperial Limited

Through the courtesy of the Canadian Pacific Railway Company authorities the following experience of locomotive work on the best passenger trains of the company, over the difficult but extremely interesting section of line from Calgary to Field has been obtained.

The run from Calgary to Field was made on the famous Trans-Canada train, the pride of the C.P.R. passenger department. This train leaves Calgary at 9:40 a.m. and is allowed 13 hours and 50 minutes for the journey of 137 miles to Field. It has to be remembered that for approximately the first 123 miles of this journey the train has to climb steadily uphill, and to face, in the course of the climb, some severe grades, notably the Athabasca and from Lake Louise to the Great Divide, while the last 14 miles into Field are comparatively level, but that the utmost caution has to be observed in covering them. The engine on the occasion of this run was No. 675 belonging to the D.C. class, that is an engine with a leading four-wheeled bogie truck, and a single driving wheel on a 5 ft. 3 in. diameter. This particular engine has been covered for some years from a coal-burner to an oil-burner, and it may be mentioned as an interesting point that the oil used on this trip was local oil from the Alberta field. The train consisted of eight all-coaches, very heavy stock, and one open observation car in the rear of the train.

The work of a fireman on an oil-burning engine is somewhat different from that of a fireman on a coal-burner. The oil is continuously sprayed into the fire-box by means of a pump, and the fireman need only watch his pressure gauge to see that steam is keeping up to the required level. In order to know that his fire is getting the necessary amount of oil, he can, of course, regulate the pressure of the pump to suit the needs of the fire. From time to time he takes steps to clear the fire tubes of any accumulation of soot from the oil, and this is done in the following way: He has at the back of the engine cab a large iron box full of dry sand, which he takes a certain amount in a scoop, which looks like a giant's foot, and he blows it into the fire tubes. The blast of air from the back of the fire-box opens into the fire-box so strong that when the sand-filled scoop is put to the fire tubes, the sand is at once drawn swiftly out of it and carried into the fire tubes where it scours the tubes clean. The sand then flows back into the scoop and the fireman takes the scoop and empties it into the boiler at full pressure.

Although No. 675 is not one of the company's largest nor most recent engines, having been built only twenty-five years or so ago, it is an excellent type of engine and soon had the train going in good style up the grade to the west. Roughly speaking, a speed of from 35 to 40 miles an hour must be maintained on the moderate sections of this piece of line in order to keep time, and it is the particular pride of the company that the Trans-Canada must keep to her scheduled time. That time is calculated not on any one day, but on any day, and on a high general average of speed kept up so far as is possible all along the line.

On the eastern part of the grade there was little need for Engineer McNab to touch his throttle, the engine occasionally slight adjustments of the throttle or the valve gear were all that was needed, but as the steep section like the Athabasca bank, more power was needed and the engine, like a horse answering to the spur, answered to the increased demand with an effort which could be at once felt in the cab.

More, on the Indian reserve, was the first stop, and water was taken at this point and fresh train orders received. The engine is a fine place from which to watch the scenery of the line, which is so fine on this section as the train leaves the open foothills and begins to get in among the mountains proper. On the Indian reserve at one point the steep terraces were standing in a little hollow among the low hills, close to the line, while in contrast the survivors from old days the Banff motor highway, running close to the railway line, carried a number of cars which seemed to be making an effort to keep up with or beat the train on its way west.

At the Gap, a stop was made to cross the Toronto express and in a minute or two she appeared and came raving up, with the engine leaping and lurching in the surprising way engines do leap and lurch if watched as they approach over an excellent road-bed. As the rushed past and the Trans-Canada resumed the journey, getting quickly into the National Park. Four or five minutes later the engine was on the trail, but after running for a minute or so, they turned off and bounded away into the woods, and a buffalo and deer in their enclosures at Banff took no notice of the passing train which pulled up at Banff at 12:17, water being again taken here.

As far as the oil supply is concerned, there is no need to take any special journey, as more than enough is carried in the tender for the double jour-

ney between Calgary and Field. The tender's oil capacity is 3,100 gallons of oil and an average of 1.25 gallons is burned between Calgary and Field, considerably less being needed on the return journey, for the grades are being all favorable after Stephen.

It is after Banff that the real mountain section of the line may be reckoned as entered on and the train is planned closer and closer among the great peaks, on whose sides things like the Banff train have never been seen before. Banff and Lake Louise, look like small trap doors in the mountains.

Lake Louise was reached at 1:25 and here a second engine was attached. The journey from Lake Louise to the summit at Stephen. The assisting engine, No. 2707, a huge engine with a single pair of leading wheels, ten coupled driving wheels of very small diameter, and a pair of trailing wheels. These engines are used for the heavy work among the mountains for they are admirably, but they have to be used for anything very approaching real express passenger work. They are oil-burning and have vestibule cabs, which means cabs enclosed with doors and windows and which can be shut so as to keep out the cold air more completely than the ordinary cabs.

The two engines took the train out of Lake Louise and began their heavy climb. It is sometimes asked how it is possible to tell when two engines are used for anything very approaching real express passenger work. The answer appears to be that when two engines are used, it is once from the way in which the engine is running whether it is really pulling its load or not. It is not accurately enough from watching the engine whether it also is exerting the power to the point where the heaviest engines at present in that country.

The train on this evening was a heavy one, totalling eleven coaches. From the start the difference between the work of the fireman on the coal-burner and the oil-burner was very evident. The demand on the steaming qualities of the oil-burner is not so great as on a coal-burner, and the fireman is kept busy heaping coal into the fire-box, but the oil-burner is a more exacting physical effort as compared with the duty of the fireman on the coal-burner, who is more of a controller and controlling the lever of the oil feeding apparatus, which needs only a few minutes of climbing, the spiral tunnels were looming ahead, and the light of the engine's headlights was the use of his handkerchief, a courteous offer which was not, for the moment, fully appreciated. In ordinary circumstances, the oil-burner is the coaches, who are over-fastidious, can sometimes be seen holding a handkerchief over their noses to keep out the fumes, which has always, to the writer, seemed a rather superfluous precaution. The writer thought that this offer of the engineer was merely a kindly tribute to the fact that the engine was a coal-burner. As the tunnel came near, Fireman Bruce closed the windows and the engine No. 2707, which had one of the vestibule cabs referred to earlier, which can be pretty well shut out from the rest of the train, was now shut up as tight as possible, while Engineer Graham expressed his feeling about the matter by saying that "the first tunnel is purgatory; the second is hell." After running through the second tunnel, the train was again shut up as tight as possible, and the engine No. 2707, which had one of the vestibule cabs referred to earlier, which can be pretty well shut out from the rest of the train, was now shut up as tight as possible, and the engine No. 2707, which had one of the vestibule cabs referred to earlier, which can be pretty well shut out from the rest of the train, was now shut up as tight as possible.

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Once started down the grade from Stephen, the engine fire was allowed to ease off, instead of the road line green sea of flames licking up to the roof of the fire-box there was a comparatively quiet, quiet bed of flames which allowed one to get an idea of the size and shape of the fire-box. For any person who wants to get a really vivid idea of the famous Scriptural story—that of the three Jews cast into the fiery furnace by the King of Babylon—there is no better place than the engine fire-box when the engine is going up a really heavy grade. It is about the most instructive lesson possible.

The train was now getting near the famous Spiral tunnels and the light in the engine cab were turned on. The tunnel loomed up in front and the train was in a real race with the engine. The brakes were constantly in requisition to check the heavy train down the steep grade. The engine was kept on its toes, the fireman was constantly in requisition to check the heavy train down the steep grade. The engine was kept on its toes, the fireman was constantly in requisition to check the heavy train down the steep grade.

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## BOY SCOUT NEWS

Last meeting night the boys prepared for their guests coming next Friday. A welcome was given to the guests with both troops and both packs of Cubs present, the presentation of the trophies and the exchange of the patrol and six of the inter-patrol competition held some time ago. The night was a very successful one, and the boys were very happy to see their friends and to see the new uniforms which they had made for their own use. The night was a very successful one, and the boys were very happy to see their friends and to see the new uniforms which they had made for their own use.

After work was done, a competition was held. The boys were divided into groups of three, and each group was given a task to do. The groups were given a task to do, and each group was given a task to do. The groups were given a task to do, and each group was given a task to do. The groups were given a task to do, and each group was given a task to do.

All the speeches were of a most interesting nature, and the boys were very happy to see their friends and to see the new uniforms which they had made for their own use. The night was a very successful one, and the boys were very happy to see their friends and to see the new uniforms which they had made for their own use.

Rev. Mr. Layton moved a vote of thanks to the boys and their leaders for the night's work, and the boys were very happy to see their friends and to see the new uniforms which they had made for their own use.

On Saturday some ten or more boys went down the river on the north side, to look over a site for camping and also to catch fish. Fishing was really supposed to be the main item on the program, but the boys and fish didn't happen to be of one mind. Only two were caught, and they hoped to catch more.

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## Keep Yourself Posted on Values by Watching our Dry Goods Section

It steps out with another half dozen genuine special this week.

**HORROCKSES' PILLOW COTTON**, made from fine Egyptian yarn, smooth even finish; 42 in. Usual 98¢ yard. Special at 79¢

**HORROCKSES' LONGCLOTH**—A splendid wearing quality for ladies' and children's undergarments; 36 inch. Usual 50¢ yard. Special 39¢

**HEAVY QUALITY-LINEN TOWELLING**, strong, durable weave in cream color; 16 in. Usual 35¢ yard. Special 29¢

**UNBLEACHED SHEETING**—A good weight for household purposes; good even weave; 84 in. Usual 75¢ yard. Special 59¢

**NATURAL PONGEE SILK** in good weight for children's dresses, boys waists, etc.; 34 in. Usual \$1.15. Special 79¢

**TUBULAR SILK** for ladies' vests; fine knit, shades of peach, pink, and white. Special 75¢ vest length

## New Stamped Materials

**LUNCHEON SETS** stamped in an assortment of designs, on fine suitable cotton; 36 in. cloth with 4 serviettes. Per set. \$1.45

**BUFFET-SETS** stamped on white "Broderweave", lazy daisy designs, at 35¢ and 50¢

**BUFFET SETS** in the Oyster Linen, at 75¢

**TOWELS** stamped on "Drywell" towelling in basket design, hemstitched ends and colored borders, 18x32; per pair. \$1.65

**TOWELS** stamped on Mercerized Cotton Huck, scalloped ends, at, per pair. 85¢

**PILLOW CASES**, stamped on a very good quality pillow tubing, hemstitched ends, basket design, at, per pair. \$1.65

**CUSHION TOPS AND BACKS** stamped on heavy dark linen in assorted designs, at 75¢

**RUNNERS** to match these cushion tops at \$1.35

## Shoe Department

### "EMPRESS" CUSHION SOLE BLACK KID OXFORDS FOR WOMEN

For tired aching feet there is nothing to equal a pair of these high grade "Empress" cushion sole shoes, with real cushion inner soles, flexible outer soles and medium rubber heels. Sizes 2½ to 8. Priced at \$7.50



### "EMPRESS" WIDE FITTING BLACK KID OXFORDS FOR WOMEN

There is real foot comfort in a pair of these soft kid shoes; full fitting, neat round toe, medium low rubber heels; sizes 3 to 8. Priced at, per pair. \$6.75

**GIRLS' SCHOOL BOOTS** made of good quality soft box kip leather, sewn and rivetted soles, solid leather heels, neat fitting round toe last. Sizes 11 to 2 at \$2.65



**GIRLS' SLIPPERS** at \$1.95 pair

**GIRLS' WHITE CANVAS PUMPS**, sizes 11 to 13, at 69¢ pair

### BOYS' SOLID LEATHER SCHOOL BOOTS

Solid leather boots that will give the best of wear, made on good fitting last, round toe, strongly sewn with heavy waxed thread.

Sizes 11 to 13 at \$2.50

Sizes 1 to 5 at \$2.95



### ELK LEATHER PLAY BOOTS FOR BOYS AND GIRLS

Brown or smoke elk leather uppers with flexible leather soles and heels; sizes 11 to 5. Special, per pair. \$2.65

### CHILD'S BLACK KID LACE BOOTS

Comfortable neat fitting shoes for the little boys and girls; have flexible turn leather soles and low wedge heels; sizes 4 to 7½; per pair. \$1.25

**"HURLBUT'S" PATENT LEATHER OXFORDS**, sizes 11 to 12½. Regular \$4.75 per pair at \$3.25

### CHILDREN'S PATENT LEATHER SANDALS

Good quality Sandals of soft patent leather, flexible leather soles, low heels.

Sizes 4 to 7½. Special per pair. \$1.50

Sizes 8 to 10½. Special per pair. \$1.75

Sizes 11 to 2. Special per pair. \$1.95



## Clearing Prices in Millinery

**\$1.95, 2.95, 4.95**

FINE WHITE MILANS, worth up to \$15.00 for \$6.95 and \$8.95  
CHILDREN'S HATS going at only 25¢, 50¢, 95¢

## New Sport Sweaters and Golf Hose to Match

These new and exclusive sets for women are very smart, of fine quality and particularly good value at, per set. \$8.95

## WOMENS' COATS GREATLY REDUCED

Former wonderful values now reduced to the breaking point. There are only a few left, but they are all new and nice, in the season's best colors, in sizes 16, 17, 18, 19, 20, 36, 38, 40, 44. Regular prices to \$38.50. In three lots, at \$14.95, \$16.95, \$23.95

## GINGHAM DRESSES

Good selection of Ladies' Gingham House Dresses in checks and plaids, reasonably priced at \$1.50 to \$3.25

## BLOUSES

Ladies' White Voile Blouses, daintily trimmed with lace and pin tucks, blue and pink check Voile, with white collar and cuffs; White Wash Satin and Dimity. Former values to \$6.95.

To clear at only 95¢, \$2.95 and \$3.95

## SKIRT SPECIAL

GIRLS' WHITE PIQUE PLEATED SKIRTS on cotton bodice; 2 to 6 years. 50¢ each

Ladies' White Pique, Natural Linen, Colored and White Ratine; priced at 95¢, \$2.95 and \$3.95

## WOMEN'S BREECHES

WOMEN'S BREECHES in Donegal Tweeds, Bedford Cords, Denims; in all sizes. \$4.95 and \$5.95

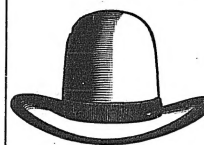
BASKETBALL BLOOMERS. Regular style, good quality Serge. Specially priced at \$3.95

## GIRL'S WHITE VOILE DRESSES

GIRLS' WHITE VOILE DRESSES of fine quality, prettily trimmed with lace and pin-tucking or hemstitching. Sizes 8 to 14 years. Specially priced at \$3.95, \$4.50 up

CHILDREN'S, sizes 1 to 6 years, at \$1.25 up

## Men's Furnishings



### Cowboy Hats

FUR FELT COWBOY HATS, Carlsbad shape in Beaver shade. This riding hat, specially priced at only \$5.50

### MEN'S CHIP STRAW HATS

For semi-dress wear, these Chip Straw Hats are the real thing. Have all the appearance of a much higher priced hat; real comfortable to wear, Alpine or Negligee shape; leather sweat bands. Priced at 95¢ to \$1.50



### NEGLIGEE SHIRTS

A splendid range of Negligee Shirts for outing and sports wear. Plain shades of tan and cream; also fine stripe madras, in neat patterns. Sizes 14 to 18. Arrow and Campus brands.

Priced at \$1.95 to \$2.50 each



### HATCHWAY UNDERWEAR FOR SUMMER

The ideal garment for warm weather. No buttons, easy to slip on, fits the body; cool, comfortable and durable and very popular. Wear Hatchway Underwear.

Priced at, per suit \$1.50 and \$2.00

### MEN'S BALBRIGGAN COMBINATIONS

Men's Light Weight Balbriggan Combinations, sizes 34 to 44; nice even thread; warm weather garments. Priced, per suit \$1.25

### INVISIBLE SUSPENDERS FOR MEN

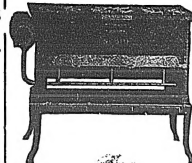
Two or four-point, good fresh webbs. Try a pair for summer wear. Priced at 50¢ and 75¢

### MEN'S POLICE SUSPENDERS

Unusual values in strong suspenders for the working man; wide webb, well made; fresh goods. Special values at 50¢ and 75¢

## Hardware

### OIL STOVES



3-burner Florence \$24.00  
2-burner New Perfection \$27.50  
3-burner Red Star Vapor \$48.50  
2-burner Success, Oven \$5.75  
Coleman Camp Stove No. 1, complete with folding stand, at \$18.00  
Coleman Camp Stove No. 9. \$11.50

### SCREEN DOORS

No. 1 kiln dried Pine, hardwood dowels, glued joints, styles, 7½ by 4 inches; in two sizes, at \$2.50

No. 176, mortised pine frame, painted green, styles 1½x3 inches. All sizes at \$3.40

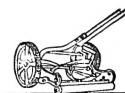
No. 21, heavy varnished pine frame, mortised panels and styles, 1½ inch thick, each \$4.00

SCREEN WIRE FLY SWATS SCREEN WINDOWS  
FROST RIVER REFRIGERATOR

All-Steel Sanitary Refrigerator, single door style, outside dimensions 50 inches high, 27½ inches wide, 21½ inches deep; food chamber 25 inches high, 23 inches wide, 17 inches deep. Special price \$46.50

### LAWN MOWERS

Garry, 4 14-inch blades \$12.50  
Diamond A Ball Bearing, 4 18-inch blades, at \$17.50



BORDER AND LAWN SHEARS—Long handle type, with two wheels. Special at \$4.25

### GRASS SHEARS

Just the thing for trimming those hard-to-get-at places. Each 60¢

REAPING AND GRASS HOOKS, each 60¢  
GRASS SCYTHES, complete with snath, each \$4.65  
SCYTHE STONES, each 15¢ and 25¢









## LOOK HERE FOLKS

We want to tell you about the Big Carnival that is coming to Red Deer on June 30 and July 1. It starts at 7 p.m. on June 30 and will run all day on Dominion Day.

The Elks are sponsoring the Carnival and they have a dozen committees devoting hours every day to perfecting all plans for your enjoyment. They promise a time of unalloyed fun and entertainment and we want to tell you you should not miss a minute of it. They will be two big days.

Besides the Carnival there will be a high-class Baseball Game on June 30 and on July 1 there will be the Annual Board of Trade Free Picnic with its attendant baseball, football, races and jumps, horse races and a big afternoon of kiddies events. Handsome prizes are up for all these events.

Of course you will be urged to spend money, but you should do so gladly, for every cent of profit from the Carnival will be added to the fund for a Covered Rink in Red Deer and we all know what a long felt need a covered rink has been.

The business men of Red Deer whose names appear below are all boosting the Carnival. Let us urge you to help with your support and attendance.

## Red Deer, June 30 & July 1st

We, the undersigned professional and business men of Red Deer, are showing our support by this advertisement. Show yours by "word of mouth."

**AUTO SALES AGENT**  
E. HOWLETT

**AUTO SERVICE**  
WEAVER TIRE SERVICE  
CENTRAL SERVICE STATION  
(Geo. Dancocks)

**BARBERS**  
J. J. DALE  
JIM & SIM

**BILLIARD HALL**  
MAYNE & SIVERS

**BLACKSMITHS**  
HUGH McLEVIN

**BREAD AND CAKES**  
RED DEER BAKERY

**BREWERIES**  
LETHBRIDGE BEWERIES, LTD.  
CALGARY BREWING & MALT-  
ING CO.

**BUTCHERS**  
PIONEER MEAT MARKET  
WILSON & TEASDALE

**CLEANING  
AND PRESSING**  
MUNRO & BAINES

**CROCKERYWARE  
AND NOVELTIES**  
J. C. BRAZIER  
RUSSELL HARDWARE CO.

**DAIRY INDUSTRIES**  
RED DEER CREAMERY  
RED DEER DAIRY PRODUCTS

**DENTISTS**  
DR. J. B. LONG  
DR. J. R. MacGROSTIE

**DEPARTMENTAL  
STORES**  
GAETZ-EWART, LTD.  
W. E. LORD CO., LTD.  
STARR STORE

**DRUG STORES**  
GAETZ-CORNETT DRUG &  
BOOK CO.  
PORTER'S PHARMACY

**ELECTRIC SERVICE  
STATION**  
GIFFORD ELECTRIC SERVICE

**EYE SPECIALISTS**  
H. H. HUMBER  
JOHN McMILLAN

**FIRE INSURANCE**  
PERCIVAL & GILLESPIE

**FURNITURE**  
THE BEST FURNITURE CO.  
E. G. JOHNS & CO.

**GARAGES**  
LAVENDER & CLARKE  
(Ford dealers)  
GENERAL GARAGE (G. F. Ely)

**GENTS' FURNISHINGS**  
JACK FULTON

**GROCERIES**  
HAMILTON'S GROCERY  
LOWE'S GROCERY  
VETERAN STORE (D. B. Ross)

**HARDWARE**  
E. G. JOHNS & CO.  
THE RUSSELL HARDWARE CO.

**HARNESS**  
JARVIS-GOODDEY HARNESS CO.

**HOTELS**  
ALBERTA HOTEL (O. Hedley)  
ARLINGTON HOTEL  
(J. A. McCreight)  
McBRIDE HOTEL (W. L. McBride)

**IMPLEMENT DEALERS**  
KENNEDY & FITZSIMMONS

**LIFE INSURANCE**  
C. A. McALLISTER (Mutual Mao)

**LUMBER AND COAL**  
ATLAS LUMBER CO.  
MANNING-SUTHERLAND  
LUMBER CO.

**MANUFACTURERS**  
RED DEER TENT & MATTRESS  
Company

**OPTICAL PARLORS**  
H. J. SNELL

**PAINTERS AND  
DECORATORS**  
H. G. STONE & SONS

**PHOTOGRAPHY**  
FLEMING'S PHOTO STUDIO  
(The Kodak Finisher)

**PRINTERS  
AND PUBLISHERS**  
THE NEWS PUBLISHING CO.  
THE RED DEER ADVOCATE

**REAL ESTATE  
AND INSURANCE**  
R. B. WELLIVER (The Land Man)  
PERCIVAL & GILLESPIE

**RESTAURANTS**  
CANADIAN CAFE  
COMMERCIAL CAFE

**SHOE REPAIRING**  
DON McLEVIN  
W. J. KIRKPATRICK

**TINSMITHING**  
F. M. HAYHOE

**THEATRE**  
THE REX THEATRE

**UNDERTAKERS**  
THE ORME FUNERAL HOME  
H. G. STONE & SONS

**WATCHMAKERS  
AND JEWELLERS**  
H. H. HUMBER  
E. G. JOHNSON  
A. B. MITCHELL  
JOHN McMILLAN



**FUNERAL DIRECTORS & EMBALMERS**  
**MOTOR AMBULANCE** **PHONE 61** **AGENTS FOR** **CUT FLOWERS & FUNERAL DESIGNS**  
**DAY OR NIGHT** **HOMELIKE SERVICE CHAPEL**  
**108 THIRD ST. N.E.** **RED DEER, ALTA.**

## What Shall



WASKASOO LODGE No. 16.  
Every Monday night at 8:00 o'clock in  
the News Block